

## PROTOCOL SOLELY

Was Our Authority for Taking  
Dominican Custom Houses.

ARBITRAL AWARD NOT INIT.

Facts Absolutely Contradict Semi-  
Official Outgivings.

Judge Abbott, Who Is Administering Puerto Plata Only, Under the Arbitral Award of July Last, Says Plainly That No Other Ports Have Been Taken in Charge Under That Award and That the Remaining Ports of the Republic, Except Independent Monte Cristi, Were Taken Over by the United States on Feb. 1 or 2, Under the Original Dillingham-Sanchez Protocol of January 20 and on No Other Authority.

Among those who arrived yesterday on the City of Lima, steamer Cherokee from Santo Domingo, was Judge John T. Abbott, former United States Minister to Bogota, Colombia, and now United States financial agent at Puerto Plata, Santo Domingo, under the arbitration award for the settlement of the San Domingo Improvement Company claims.

Asked about the situation in Santo Domingo, Judge Abbott said: "It is three months to a day since I sailed for Santo Domingo. I went there as the financial agent representing the United States Government under the arbitration award of July 14, 1904. Under that award, which was for the settlement of the claims of the San Domingo Improvement Company of New York, I was designated to administer the customs receipts of the port of Puerto Plata, and if they were insufficient, then I was authorized under the award to take the customs receipts of the ports of Sanchez, Samana and Monte Cristi. As a matter of fact, I have not been necessary to go beyond the port of Puerto Plata. That port, honestly administered and with the grafting competition of the other north shore ports eliminated, will be more than sufficient to meet all the money demands required under the award."

"Had the taking possession by our Government on Feb. 1 of all Dominican ports anything to do with the award under which you have been acting at Puerto Plata?" Judge Abbott was asked.

"Nothing whatever," he replied. "All the Dominican ports were taken in charge by Minister Dawson on the 1st of February under and by authority of the Dillingham-Sanchez protocol of Jan. 20, 1905. When I say that Minister Dawson took charge of all the Dominican ports on the 1st of February I mean that he took charge of all of them save Puerto Plata and Monte Cristi. He did not take charge of Puerto Plata, of course, because I am already administering that port under the award of July 14, 1904. As to Monte Cristi, the day I left Santo Domingo, Feb. 3, Admiral Sigbee and Commander Dillingham were at Monte Cristi negotiating with the citizens there, and I had no doubt when I left that the negotiations would be successful."

"You see, the situation as to Monte Cristi is peculiar. Nominally it is under the authority of President Morales, but there is a strong revolutionary party there, and actually the city does about as it pleases. We call it the 'Independent Republic' down there, but of course that implies much more than the facts warrant. Nevertheless, the independence of Monte Cristi is so near a fact that Admiral Sigbee and Commander Dillingham were negotiating separately with Monte Cristi for the adoption of the protocol which, under the agreement with the Morales Government, was nominally binding upon the entire island."

"When I speak of taking possession of all the Dominican ports under the protocol, I mean the original protocol of Jan. 20, and not the amended one. The amended protocol is something that has developed since I left there."

"Did you hear any discussions as to the validity of the protocol without its ratification by the Senate?" Judge Abbott was asked.

"A number of the Dominican newspapers printed communications arguing along that line, but referring more to ratification by the Dominican Congress than by the Senate of the United States. I heard no discussion of the question in any manner among officials of ours or of the Dominican Government, though I did hear that President Morales wished to have the protocol ratified by the Dominican Congress, and I believe by the American Senate."

"This was in the nature of an afterthought and subsequent to the taking over of all the Dominican ports under the original protocol, was it not?" Judge Abbott was asked.

"Yes, that is the way I understand it."

"And the protocol was an act extraneous to the arbitral agreement, was it not, and does not affect the arbitral award under which you are acting?"

"Precisely. The award under which I am acting has nothing to do with the protocol. The protocol went into effect as of Feb. 1, but I believe that the ports were not actually—physically I mean—taken over until Feb. 2. When I left the Newark, Admiral Sigbee's flagship, was at Monte Cristi, where the negotiations to bring that port also under the control of Minister Dawson were in progress."

"How do the Dominicans like the idea of our Government controlling their ports?"

"The intelligent commercial classes and the smaller fellows—not the peones, but the steady going people in smaller ways of business, who do not want the revolution and do want to go on in an orderly way of life—all these are strongly in favor of the arrangement. They heartily approve it. So do the officials. The politicians and the more turbulent element are opposed to it. But I do not think there is the remotest chance of a revolution in connection with it. You see that the first

thing, when a revolution starts, is to seize a custom house—to get control of a port. That is the nucleus, the source of supplies. With the United States in control of all the ports no attempt to seize one of them is likely to be made. Besides, there is no armed force anywhere in the country that I know of."

"You spoke about the elimination of graft from the ports on the north coast that are rivals to Puerto Plata, the port you have been administering; just what do you mean by that?" Judge Abbott was asked.

"I mean this," he replied. "Since the port of Puerto Plata has been administered under the arbitral agreement of July 14, 1904, it has been administered strictly in accordance with Dominican law. This has resulted in an increase of the customs revenue, for the same volume of imports and exports, amounting to fully 33 1-3 per cent. more than when the port was administered by the Dominicans and to a certain extent irrespective of Dominican law. In other words, the elimination of graft has increased by about one-third the revenue from business transacted. Now the other north shore ports, Sanchez, Monte Cristi and Samana, have been administered according to the old régime of grafting. Importers, through the grafting system, were able to dodge the law in many ways and to reduce their customs expenses. The consequence is that when those who were in the Puerto Plata territory found that the law was enforced at that port they diverted their imports to Sanchez, Monte Cristi and Samana. This has reduced the business done at Puerto Plata by a very considerable percentage. In November the customs receipts of Puerto Plata were, in round numbers, \$45,000, in December, \$51,000, and in January, \$47,000. Legitimately the receipts of Puerto Plata ought to be fully \$80,000 a month."

"But since the American Government took possession of all the Dominican ports save Puerto Plata, under the protocol of Jan. 20, is there not a change in this respect and is not Puerto Plata getting the business legitimately due to it?" Judge Abbott was asked.

"Yes," he replied. "There has not been time, yet, for the protocol was not signed until the 20th. That only gave about ten days to prepare for the ports were turned over on Feb. 1. It was impossible to make changes in custom houses in so short an interval. The Dominican employees there had to be retained because there was no one to take their places. So the old routine must go on until the changes can be made in method of doing business and in the personnel of the force. The change in the personnel cannot be made on the spur of the moment. It is a case of lack of material."

"I spoke of grafting, but I ought, perhaps, to add that a good many of the Dominican customs officials probably do not themselves know what the Dominican laws are. The merchants know what those laws are, however, and are in a position to take advantage of official ignorance of them if they choose to do so. At Puerto Plata the importing merchants not only found that the laws were fully known but that they were enforced. I have no doubt that under our administration of the other ports the laws will be enforced in them as well. Then Puerto Plata will get the business that legitimately belongs to it."

"Now, as to the validity or invalidity of the protocol, without ratification by our Senate and in the person of the force, I have no opinion whatever to express. All I do is to state the facts, which are that I have been administering the port of Puerto Plata as representing the United States under the arbitral award of July 14, 1904; that under the Dillingham-Sanchez protocol of Jan. 20, 1905, Minister Dawson on Feb. 1 took charge of all the Dominican ports save Puerto Plata and Monte Cristi, and that on Feb. 3 negotiations for taking Monte Cristi as well were in progress; that there was newspaper discussion of the validity of the protocol, and that the protocol is extraneous to the arbitral agreement under which I was acting. Those are the facts, and beyond the facts I have no comments or opinions to offer."

"As to the discussions in the Dominican newspapers concerning the validity of the original protocol, they were in the form of anonymous communications; were written over names de plume. But of course the Government knew the real names of the authors. The law down there requires that the real names of those who write in the newspapers over names de plume be turned in to the Government."

## EXPRESS TRAIN WRECKED.

One Car on the Erie Railroad Turns Over—Only One Woman Hurt Seriously.

CORRY, Pa., Feb. 9.—Pacific Express No. 7, on the Erie Railroad, which left this city this afternoon in charge of Engineer Charles Mitchell of Meadville and Conductor Fitzgerald of Kent, was wrecked by a broken rail at Concord, six miles west of here. The express car, Pullman sleeper, dining car and the rear coach, filled with Italian immigrants bound for the Far West, left the tracks.

This rear car turned completely over, but only one occupant, a woman, was injured enough to be brought to the hospital here. She suffered from severe scalp wounds. All the passengers suffered from shock and traffic was blocked until night.

Two years ago at the same spot the Cleveland Express No. 5 was wrecked by a broken rail.

## JUST TIMING AIRSHIPS.

Recreation of Well-Grown Youth Who'd Got to Go Home to Mother.

Policeman Stenmuller found a big, well-dressed man standing in the rain at Broadway and Thirty-third street last night alternately glancing at a gold watch and at the elevated structure. The policeman saw several men look with envious eyes at the gold watch, and he approached the owner and asked him why he didn't put it out of sight.

"S—s—s," said the big man. "I'm timing airships."

"Better go home," suggested the cop, mildly.

"Timing airships, I told you," was the reply. "One just flew by a minute ago and here comes another. They are timing the airships. As near as Stenmuller could make out the big man seemed to be under the impression that the elevated trains were airships. At the station house, to which the big man was invited, he said he was John Carpenter, 50 years old, president of the Baldwin Airship Company.

"I can't stay," said he, "I got to go home to mother," said he. But he stayed, by request.

WHY NOT SEE WASHINGTON? While the weather is pleasant here, Pennsylvania, covers all expenses for three days. Details from C. Stodds, E. P. A., No. 263 1/2 Avenue, New York, N. Y.

## CAR BARN FIRE SCARES JAIL.

CELL DOORS OF WEST SIDE COURT PRISON OPENED.

Forty of Mr. Vreeland's Cars, Valued at \$4,000 Apiece, Were Burned—Could Not Get 'Em Out—Fire Alarm Rang Late—Water Pressure Very Low.

A scare in the West Side police court jail where there were sixty-five prisoners, was one of the features of a stiff fire in the Ninth avenue and Fifty-fourth street car barn of the New York City Railway last night. The fire was hottest right next to the prison, which adjoins the barns on the east. Sixteen women were in cells on the upper floors where the flames flashed up at them. Although in no great danger, they became terror-stricken, except Helen Grates, the bad check girl, who is an indifferentist.

Two negroes let out screams that could be heard above the roar of the fire in the street. Matron Kelly tried to keep the women quiet and then opened the cells of two or three and let them out.

Some others began pounding on the cell doors with their heads, and the matron was getting uneasy when Detective Sergeant Peabody and Boyle came to her aid. Warden Skelly had the men downstairs under control when the detectives jumped into the prison. The women were making such a fuss that the detectives told Matron Kelly to let them all into the corridors. When they found that they were in no danger they went back to their cells, Matron Kelly leaving the doors unlatched.

Helen Grates never turned a hair. Pulling her white sweater around her neck, she said: "This is easy. I've seen places as warm as this, but I hope I don't get any warmer. The fire started in a machine shop where oil and insulated wire were stored. The building, a two-story shed extending from Ninth avenue three-quarters back to Eighth, was stored with cars. The flames were through the roof when the firemen arrived. There was a story that the fire got great headway because the railroad men tried to put it out themselves."

Defective insulation on one of the cars is said to have started the fire. There is a lot of tenements in the neighborhood, and the people jammed the streets so much that the firemen had trouble getting the machines through. Then came the reserves from the West Forty-seventh street station, and for a few minutes the policemen clubbed right and left to clear the streets. The escort of a young woman was being "fanned" when she stopped the policeman with a Nelson hold on his neck.

The water pressure was low. Two engines, buckled, succeeded in forcing only a feeble stream through one line of hose. Chief Croker, who arrived at the second alarm, said:

"I believe that story of the delay in sending in the alarm. The men from the houses near here say that they could see the blaze when they got the first alarm. Then the water pressure was low. I had to send three engines because there was no water. Who is to blame for that? I don't know. The streets handicapped us and the police management was bad. I had trouble in getting through the crowd when I got here. Low water pressure, bad police service and snow clogged streets form a tough combination."

Bureau Inspector Brooks, who took charge of the police himself, said that he didn't see any trouble with the fire. "I was at Headquarters when the alarms were sounded," he said, "and I sent 120 men here from different precincts. Then I hustled up here on the subway and everything was in good shape. We had three patrol wagons to take the prisoners from the jail if necessary, so I can't see that there was anything wrong."

When he had the fire under control, after a two-hour tussle, Chief Croker said that about forty cars had been burned. Superintendent H. Vreeland, who got to the fire soon after it started, said that the cars, including electrical equipment, cost about \$4,000 apiece. Chief Croker estimated the entire damage at between \$175,000 and \$200,000. A machine for drying sand was one of the things destroyed.

An effort was made to get some of the cars out of the building, but an excited young man, who got hold of one of the cars, ran a car into a turntable instead of on a switch, and that blocked whatever chance there was of getting out a string of other cars. Besides, the hose lines that were hitched to the elevated structure in Ninth avenue were not high enough to let the cars get through.

The Ninth avenue line kept running all through the fire. The only line stopped was the Ninth avenue surface line. The Columbus avenue cars were sent straight up Broadway and switched through Fifty-ninth street.

Mr. Vreeland said that he didn't know how the fire started, or the damage. Neither had he heard that there had been a delay in sending in the alarm.

## NEW YORK CARS CROSS BRIDGE.

Metropolitan Car, Begins to Operate Over the Williamsburg Structure.

The Metropolitan Traction Company put cars of the Fourteenth street line in active operation on the Williamsburg Bridge yesterday. The first car to Brooklyn crossed the structure at 5:30 A. M. There were no passengers aboard, but on the return trip there were thirty-five.

## FOR THE NEW YORK POST OFFICE.

Forty Additional Clerks and Forty-six Additional Carriers Allowed.

WASHINGTON, Feb. 9.—Announcement was made at the Post Office Department to-day that forty additional clerks and forty-six additional carriers would be allowed for service in New York in compliance with the recommendations of Postmaster Wilcox. The action of the Postmaster General in detailing a commission of inspectors to make an investigation and report is a mere formality. Postmaster Wilcox demonstrated that the interests of the service at New York demanded additional employees.

Tonight! Arion Hall Masque, Madison Square Garden, Friday, February 10.—Adts.

## CHILD PLEADS FOR MURDERER.

Daughter of Ex-Mayor McCue Asks Gov. Montague to Commute a Death Sentence.

RICHMOND, Va., Feb. 9.—With tears streaming down her cheeks and her voice broken by sobs Ruby McCue, the small daughter of J. Samuel McCue, ex-Mayor, to-day pleaded with Gov. Montague to commute the death sentence of her father from dying on the scaffold at Charlottesville to-morrow for the murder of his wife.

All the morning the Governor has been the target for letters, telegrams and telephone calls begging him to commute the sentence of the condemned man. He had seated himself in his private office for a moment's rest when the door opened and a golden haired child entered. She told him her name and her errand.

"Please, Governor, save my father!" she said. "He is all that I have now."

The Governor spoke tenderly and kindly to the child and to her uncle and aunt, who came in later. He told the little one that he would consider the matter, but to her uncle he intimated plainly that nothing could be done.

WASHINGTON, Feb. 9.—The appeal of J. Samuel McCue, sentenced to die at Charlottesville, Va., to-morrow, was denied to-day by the Supreme Court.

## TAX BILL AGREED UPON.

Transfer of Sale of Stocks—Mortgage Tax Bill to Be Drafted.

ALBANY, Feb. 9.—The Taxation committees of the Senate and Assembly have agreed upon a bill taxing the transfer or sale of stocks on the New York Stock Exchange and other exchanges and in bucket shops at the rate of 2¢ for every hundred shares. Such a tax was levied by the Federal Government during the Spanish-American War and it raised in this State upward of \$5,000,000 a year. This bill will be reported by the committees on Monday night to be reprinted and recommittees.

Senators Cassidy and Tully were appointed a sub-committee to investigate and report if it would not be wise to restore the tax on the organization of corporations in this State to one-eighth of 1 per cent. on the capital stock. This formerly was the rate until two years ago, when the tax was lowered to one-tenth of 1 per cent., but it is said that no corresponding benefit has resulted to the State through such a reduction. This is to be a stamp tax, the buyer in each case to pay the two cent tax upon each share of \$100, or 2¢ per hundred shares.

Senators Allds and L'Hommedieu were appointed a sub-committee to draft a mortgage tax bill which would provide for an annual tax of five mills on all new mortgages, half of the revenue to go to the localities and half to the State. The first year such a tax would raise \$2,500,000 and the second year \$3,500,000, and each year thereafter the revenue from this source would gradually increase.

## PROF. PEABODY FOR BERLIN.

First Harvard Professor Chosen for the Annual Exchange by Universities.

CAMBRIDGE, Mass., Feb. 9.—Prof. Francis G. Peabody, Dean of the Harvard Divinity School, Plummer Professor of Christian Morals, and Butler of the College Preachers, has been selected by the University of Berlin to be Harvard's first lecturer under the arrangement recently entered into between Harvard and Berlin to exchange professors. Prof. Peabody will deliver a series of lectures on "The ethics of the social questions," similar to his college course philosophy 5, or "Phil 5" as it is better known. Prof. Peabody has given this course for twenty years at Harvard and during that time has developed it to keep pace with the times. He will touch on the economic side of these questions as well as the ethical. Among the subjects he will discuss are Labor unions, Charity, Drink problem, etc.

Prof. Peabody was selected from a list of available professors sent to Berlin by Harvard, and Harvard will soon receive a list from Berlin from which to make her choice. Prof. Peabody will cover the first half of the next college year, beginning in September. If Prof. Peabody's trip proves successful, Harvard and Berlin will exchange one professor each year. It is also possible that an exchange will be made each year with the Sorbonne at Paris, where Prof. Barrett Wendell is delivering a series of lectures this year under a fund provided by James H. Hyde.

## GERMAN COAL STRIKE ENDS.

Eisen Miners Meet and Vote to Return to Work.

Special Cable Despatches to THE SUN. ESEN, Feb. 9.—The strike of coal miners was ended to-day by a resolution passed at a meeting of representatives of the strikers to return to work. The miners' demands were for a day of eight and a half hours work, recognition of committees of workmen to represent their interests and the sale of coal to the miners at cost price.

The employers resolved from the first not to yield. The strike began on Jan. 17. BERLIN, Feb. 9.—The sudden collapse of the strike is a crushing defeat for the trades unions. The real cause of the failure seems to have been the exhaustion of the strikers' funds, although the leaders profess to be satisfied with the Prussian Government's promises of immediate legislation to remove the evils the miners complain of.

The miners held several meetings this evening at which resolutions were adopted repudiating the action of the leaders in ordering them to resume work, but it is believed that a majority of the men will return to work to-morrow or at the latest by next Monday.

## STRUCK \$100,000,000 GOLD MINE.

Son of a Court Crier in Denver Finds Ore Worth \$100,000,000 a Ton.

DENVER, Col., Feb. 9.—Nicholas D'Arcy has uncovered fabulously rich ore in the Denver claim at Bull Frog near Goldfield, Nev. He made the strike on Feb. 2 and it is reported to be the biggest ever made in Nevada, the ore found running \$100,000 a ton.

The claim adjoins the Montana Bull Frog D'Arcy is the son of the crier of the Federal Court here. As a miner and prospector he travelled from one State to another, wherever there was the excitement of rich strikes. He was among the first to reach Goldfield and was one of a party of four which found the Denver claim. It was reported to-day that \$10,000,000 had been offered for the claim.

12:55 P. M. SOUTHERN PALM LIMITED. New York for Florida, Augusta and Savannah. Train surrounded by every comfort and convenience. Two other trains, 3:30 P. M. and 12:10 A. M. N. Y. Office, 211 & 115 E. 4th St.—Adts.

Should Bachelors Be Taxed? Read the great popular discussion in TO NIGHT'S GLOBE.—Adts.

## ATCHISON ILLEGAL REBATES.

SCANDAL TO BE THOROUGHLY INVESTIGATED.

Former Attorney-General Judson Harmon and Frederick N. Judson of the St. Louis Bar Appointed by the Department of Justice to Conduct the Inquiry.

WASHINGTON, Feb. 9.—The legal phases of the Atchison scandal are to be thoroughly looked into by the Administration, with the strong probability that the persons responsible for the offenses against the interstate commerce law will be criminally prosecuted under the statutes. Attorney-General Moody late this afternoon announced the appointment of distinguished counsel to conduct the proposed investigation, the basis of the inquiry being the facts brought to light by the Interstate Commerce Commission and submitted to the Department of Justice last week.

The plan for a further investigation from a legal standpoint, with a view of prosecution, is explained in the following telegram from Mr. Moody to the Hon. Judson Harmon, Attorney-General of the United States in the second General Administration. The telegram bears date of Feb. 7 and is as follows:

"Will you accept employment, associated with Frederick N. Judson of the St. Louis bar, or other competent counsel agreeable to you, to take into consideration all the questions raised by the report of the Interstate Commerce Commission with respect to rebates given by the Atchison, Topeka and Santa Fe Railroad to the Colorado Fuel and Iron Company and accepted by that company, together with any other unlawful practices which may appear in that connection? You will be given full authority to make this investigation and every assistance which this department is able to furnish you. This employment is with the view of taking such legal proceedings as seem justified. May I be permitted to say to you that I believe the acceptance of this employment a public duty?"

A similar telegram was sent to-day to Frederick N. Judson, a prominent member of the St. Louis bar. The arrangement, however, is for Mr. Harmon to act as chief counsel in the investigation, with Mr. Judson as his chief assistant.

A reply was received from Mr. Harmon yesterday, which, however was not made public until to-day. Mr. Harmon accepts the appointment, but says that he will need a little time to arrange his other business. A telegram was received from Mr. Judson to-day also accepting the appointment. It is expected that both of these men will come to Washington within a few days to confer with the President and Attorney-General Moody.

The most interesting feature of the Atchison investigation is the fact that Paul Morton, the present Secretary of the Navy, was vice-president of the Atchison road at the time the rebates were granted and that he is charged in some quarters as having been responsible for the rebates. He admitted to the Interstate Commerce Commission before the Elkins Anti-Rebate law was passed that he had granted rebates. At that time it was illegal to make rebates; but there was no provision, as there is now, for criminal prosecution of the persons responsible for making them.

Attorney-General Moody is authority for the statement, however, that Mr. Morton's name does not appear in the case as presented to the Department of Justice by the Interstate Commerce Commission. Mr. Morton has denied that he was responsible for the illegal action charged against the railroad company.

Although the special counsel are appointed nominally to make an "investigation," there is no doubt that the Administration has already decided to prosecute the officers of the Atchison road who are responsible for the rebates to the Colorado Fuel and Iron Company. The evidence submitted by the Interstate Commerce Commission was conclusive; but the case is a complicated one and is, withal, of such importance that it was deemed best to employ special counsel. The Attorney-General's staff is already overburdened with routine law business of the Government.

An interesting feature of the Administration's action is that both Mr. Harmon and Mr. Judson are Democrats.

## NEED NOT ANSWER GROT.

Justice Marean Holds That Statute Relied on in Light Inquiry Is Void.

Supreme Court Justice Marean in Brooklyn yesterday handed down a memorandum in which he states his opinion that the statute is unconstitutional under which Comptroller Grot sought to compel Joseph Williams, secretary of the New York Edison Company, to answer questions as to the cost of producing light. The memorandum supplements Justice Marean's decision made on Jan. 26 by which he granted a warrant for Williams's arrest, but stayed the execution of it pending appeal.

Corporation Counsel Delay advised the Comptroller before the latter's inquiry that the law is unconstitutional. There is now a bill at Albany that is destined to give the Comptroller the power he thought he had.

## HELP ROOSEVELT—BRYAN.

Says the President's Rate Bill Ideas Will Bring Credit to the Democrats.

LINCOLN, Neb., Feb. 9.—Under the caption "Democrats Should Help," Mr. Bryan says in the Commonwealth to Democrats: "Do not worry about the President 'stealing Democratic thunder.' If the Democrats help to secure remedial legislation the country will enjoy the benefit and the Democratic party will share in the credit."

"If the President accomplishes anything the corporations will try to secure a corporation man to succeed him, and that will give life to the next campaign and hope to the Democratic party. If the President fails to accomplish anything, the Democratic party will profit by his educational work."

## ARGENTINE INSURRECTION SUPPRESSED.

WASHINGTON, Feb. 9.—The State Department has received a message from Minister Beaupre at Buenos Ayres saying that "the insurrection has been completely suppressed."

## QUICKEST LINE TO CLEVELAND.

Leave New York 3:30 P. M., arrive Cleveland 7:15 next morning. Cincinnati 1:30 P. M., Indianapolis 1:30 P. M., St. Louis 8 P. M., New York 10:30 P. M. St. Louis 8 P. M., New York 10:30 P. M. No excess fare.—Adts.

## EXPLOSION FIRES GAS PLANT.

Big Tanks in Bronx Threatened—Four Caught in Boiler Room and Badly Burned.

An explosion in the boiler room of the Central Union Gas Company's plant, at 138th street and Locust avenue, early this morning, set fire to the plant and threatened four huge tanks in the yards nearby.

Chief Engineer Robert Gibbons and Firemen John Kelly, Hans Mohr and Theodore Rengger, all of whom were at work in the plant, were badly burned. The explosion blew out the head of a big furnace and scattered hot coals in all directions. The four men were unable to get out of the building owing to the fact that a large section of sheet iron was blown against the door.

Policeman Devine and a score of men at work in an adjoining factory went to the rescue of the imprisoned men. They had to tear off iron bars on the window before the men could be taken out.

All of the four were badly scorched and the rescuers rolled them in the snow outside the building. Policeman Devine, Thomas Tateny and Martin Bourke were slightly burned. Two ambulances were summoned from the Lebanon Hospital to attend the men.

Two more explosions that occurred half an hour after the first started hurried brick and ashes on the firemen at work. Several were slightly injured.

Two alarms were turned in for the blaze, which was not under control at a late hour.

## WOMEN TO VOTE IN KANSAS.

Will Have the Suffrage in Presidential Elections Conferred Upon Them.

TOPEKA, Kan., Feb. 9.—The House this afternoon passed the equal suffrage bill, granting women the right to vote for Presidential elections in Kansas. The Senate will pass the bill and the Governor will sign it.

## BANK GIVING GARTERS AWAY.

So the Women's West End Republican Club Hears, and Is Delighted.

The announcement that 1,000 pairs of garters, with channels bag attachments for holding money, are to be given away by prominent bank officials of this city so delighted the members of the Women's West End Republican Association, when they heard it read at their meeting in the Hotel Astor yesterday afternoon from the monthly report of the City Federation of Women's Clubs, that they all decided immediately to deposit their money.

"Oh, isn't that just too dear!" said one sweet young thing with gray bangs. "We'll not have to wear skirts with pockets now."

"You really wouldn't accept them," observed a spinster, sniffling in shocked modesty.

"I've always made it a practice to get all I can for nothing," replied the young thing with gray bangs. "And I shall certainly get a pair."

The report preceded the programme on president's day, consisting of a paper on Washington and Lincoln, read by the newly elected president, Mrs. Helen Secor Torjes, and Edward Markham's poem, "Lincoln," which he read himself.

## ROOSEVELT'S HUNTING TRIP.

The President Is Going to a New Ground in Colorado in His April Outing.

COLORADO SPRINGS, Col., Feb. 9.—President Roosevelt will come to Colorado early in April, immediately after the Rough Riders' reunion in Texas. He will come to Colorado Springs and immediately go into the open. He will not visit Denver, although it is barely possible his itinerary will include Pueblo.

The details of the trip are being arranged by Philip B. Stewart of